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a source of great profit and the bank fishermen could easily be turned into mackerel boats and so used. Now the mackerel have almost disappeared and we have no such recourse. The treaty of 1871 was denounced at the earliest possible moment in 1883 and as the Fortune Bay incident illustrates, American fishermen were not allowed by the natives the privileges in British waters conferred by the treaty."

The story is in circulation that the commissioners have reached an agreement upon pulp wood and its products, which includes the removal of restrictions upon exportations by the Canadian provinces in return for commissions on pulp and paper.

Jan. 23.

HERRING CRAFT HAD HARD TRIP.

**MET COLD BLIZZARD AND HEAD
WINDS ON PASSAGE FROM
NEWFOUNDLAND.**

After 15 days of the hardest kind of weather, during eight of which the craft was tossed about in the Gulf of St. Lawrence, sch. William Matheson of Bucksport, Me., made this port on Friday, bringing from Bonne Bay, N. F., a cargo of salt, frozen and pickled herring.

In speaking of the voyage Capt. Devereux and his crew said it was about the hardest 15 days they ever spent on salt water and some of them are seasoned sea dogs who have wrung water from their mittens in many seas.

On the very first day out from Bonne Bay, they struck a blizzard and the thermometer dropped to below the zero point. So heavy was the wind that the craft was hove too and lay for 36 hours. Fortunately she had made far enough off-shore so as to be in no danger of going ashore, but the seas were tremendous and washed the deck continuously, the water freezing everywhere it struck, until it became necessary for all hands to pound at the ice in order to keep the craft from becoming unmanageable altogether.

It was cold work, and while at it the men had to protect their faces with improvised masks to keep from being frostbitten.

The Matheson rode the gale out with fortunately no damage and then shaped her course for St. Paul's island, but for three or four days more she had to buck against head winds, and it was not until a week ago that they even succeeded in getting by the island and clear of the gulf, and in the long hard buck to windward the mainsail had been so badly torn as to be about useless.

The passage up the Cape Shore was blowy, with the exception of the last two days the craft coming along under bank sail up to Thursday.

The cargo will be disposed of at this port.

Jan. 23.

STRUCK HIDDEN LEDGE.

Sch. Viking Narrowly Escaped Destruction off Thatcher's Island.

Sch. Viking reached T wharf, Boston, Sunday, minus her rudder, having struck hard, off Thatcher's island, Saturday afternoon, and was lucky to escape as easily as she did.

The craft is engaged in pollocking and in making in on the land she struck on the rocky reef which runs off from the Londoner ledge, to the eastward. She struck well aft and bumped over the reef, fortunately not hanging up. Her rudder became unshipped by the force of the blow, but the crew fixed it temporarily to work her to port, but in going up Boston harbor lost it again. A tug was handy, and took her in tow and got her to the wharf all right. She will have to haul out to repair.

Jan. 23.

Lost Thirty Tubs of Trawls.

The Provincetown haddock Jessie Costa lost 30 tubs of trawl on her trip last week. It will take over \$200 to replace the loss.

Fitting for Halibuting.

Sch. Claudia is fitting for Georges halibuting under command of Capt. An. drew Gouverneau.

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The annual value of the world's fisheries amount to \$400,000,000—almost as much as the annual output of all the gold mines. The United States leads with over \$60,000,000, Great Britain next with about \$55,000,000, and Japan third with about \$40,000,000.

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GOOD FARES AT T WHARF.

**PHENOMENAL RECORD MADE BY
CAPT. HOGAN IN SCH.
RAYMAH.**

Several off-shore trips reached T wharf yesterday afternoon and all hung on but one and sold with this morning's arrivals, making 16 fares in all for the buyers to work on when the bell rung. The off-shore craft, as has been the rule for some time, had good trips, but the shore boats had small trips, the only exceptions being schs. Catherine D. Enos and Gladys and Nellie, which were well fished.

Of the off-shores, sch. Lillian, Capt. C. Clarence Malone, had the largest fare, 74,000 pounds, and sch. Thomas S. Gorton, with Capt. George Nelson in command, hailed for 65,000, showing that this veteran has not forgotten where they grow. The steam trawler Ripple got in yesterday afternoon with about 70,000 pounds, a fine catch. Sch. Raymah, Capt. Felix Hogan, was also among the off-shore bunch, with 70,000 pounds. Since starting in winter haddocking, the first of last September, Capt. Hogan has made a remarkable record and probably leads the winter haddock fleet to date. Since starting on the above date, he has been gone on no trip over seven days and he has made four trips in the past month.

Offshore haddock sold on a range all the way from \$1.60 to \$2 right through, shore haddock bringing \$3.50. Large cod were \$5 to \$5.50, hake \$5, pollock \$3.75 to \$4 and cusk \$2.50.

Boston Arrivals.

The fares and prices in detail are:

Steamer Ripple, 65,000 haddock, 700 cod, 3500 pollock.

Sch. Raymah, 65,000 haddock, 5000 cod.

Sch. Lillian, 70,000 haddock, 4000 cod.

Sch. Thomas S. Gorton, 60,000 haddock, 4000 cod.

Sch. Hattie F. Knowlton, 3000 haddock.

Sch. Yankee, 4800 haddock, 1000 cod, 2000 hake.

Sch. Catherine D. Enos, 3000 haddock, 10,000 cod, 2500 pollock.

Sch. Leo, 4000 haddock, 700 cod, 500 hake.

Sch. Emily Cooney, 7000 haddock, 200 cod, 700 pollock.

Sch. Jeannette, 7000 haddock, 2000 cod, 200 pollock.

Sch. A. C. Newhall, 5000 haddock, 500 cod, 800 pollock.

Sch. Esther Gray, 600 haddock, 7800 cod, 700 pollock.

Sch. Matthew S. Greer, 2000 haddock, 700 cod, 7000 hake, 2000 cusk.

Sch. Washakie, 5000 haddock, 1100 cod, 5500 hake.

Sch. Harmony, 55,000 haddock, 5000 cod.

Sch. W. H. Clements, 2800 cod.

Sch. Gladys and Nellie, 3500 haddock, 1800 cod, 7000 hake, 3000 cusk.

Haddock, \$1.60 to \$3.50 per cwt.; large cod, \$5 to \$5.50; market cod, \$3; hake, \$5; pollock, \$3.75 to \$4; cusk, \$2.50.

Record Cargo of Fish.

The biggest cargo of fish ever brought to Boston in one vessel, it is believed, arrived there Sunday from Newfoundland. The British schooner Acme had beneath her hatches and on her deck no less than 235,000 pounds of codfish, 170 barrels of pickled herring and a small amount of turbot. The schooner was 12 days negotiating the passage, for Capt. Critchell and his crew were held back by gales and heavy seas.

The cargo is consigned to L. A. Treat.

Landed 300 Pound Shark.

Sch. Clara G. Silva brought in a 300-pound shark at T wharf, Boston, yesterday. The shark was caught Saturday by John Fendes, one of the crew, while fishing on Jeffries bank. In the stomach of the shark was found four little ones, each about 18 inches long.

Halibut at Portland.

Sch. John Hays Hammond, Capt. Fred Thompson, of this port, is at Portland this morning, with a fine fare of halibut, hailing for 20,000 pounds of this much desired article, besides some salt cod and fresh fish.

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NO ARRIVALS AGAIN TODAY.

**SHORE BOATS TAKING ADVANTAGE
OF GOOD DAY FOR
FISHING.**

There are no arrivals here this morning. The day is one well nigh perfect and everything in the shore boat line is cut and taking advantage of the chance by making a long set.

A number of the off-shore haddockers got away today, after being held up by the recent easterly and the harbor is completely skinned out of sailing craft and looks bare enough.

Vessels Sailed.

Sch. Cynthia, haddocking.
Sch. Eugenia, haddocking.
Sch. Moaniam, haddocking.
Sch. Frances P. Mesquita, haddocking.

Sch. Rita A. Viator, haddocking.
Sch. Emily Sears, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Fitz A. Oakes, haddocking.
Sch. Rebecca, haddocking.
Sch. Manomet, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Little Fannie, haddocking.
Sch. Rose Standish, haddocking.
Sch. Hattie A. Heckman, Georges handling.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 14 3-4 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.30; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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SKIPPERS WERE PROSPECTING.

**Several "Killers" on Pollocking Trip of
Sch. Grace Otis.**

Sch. Grace Otis was at Portland Monday with 4000 pounds of fresh pollock. Here's the story the Portland Argus evolves from her arrival:

"The Gloucester fishing schooner Grace Otis, Capt. Joe Graham, arrived in port yesterday with a fare of 4000 pounds of pollock. This is her first trip in search of pollock, and her skipper ascribes her poor success to the intensely cold weather of the past week, it having been so cold and rough as to freeze the seines about as soon as they touched the water.

"Pollock in large quantities were seen off Rockland, Demariscove and other points to the eastward and with ordinary weather good hauls should be made. This trip of the Otis is practically one of observation, as to the prospects of a catch, and several well known Gloucester skippers are on board sizing up the situation. Seated around the galley stove yesterday were Capt. Sol Jacobs, the famous Gloucester mackerel killer; Capt. Mel. Gupatrick, formerly of Boothbay; Capt. Dan Keene of Bucksport, and Capt. Dan Grant, another well known fisherman.

"Capt. Jacobs has not fully made up his mind as to his movements the coming season, although he expects to go mackereling as he has done for so many years. He is as enthusiastic as ever on the mackerel question, although fate has been against him of late years, and is confident that there will be quite a catch the coming season, basing his belief on the fact that large quantities of small mackerel were in evidence all along the coast until late in the fall. In his opinion the fleet of vessels to fit out at Gloucester for the southern mackerel fishery in the spring will be much smaller than for several years."

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CLAM INDUSTRY OF MAINE.

STATE COMMISSIONER SAYS DECREASE IS DUE TO UNLIMITED DIGGING.

Commissioner James Donahue of the Maine sea and shore fisheries has made the following interesting report on the clam industry:

"The clam industry is one of great importance from a commercial standpoint, for shipment to other markets, also as food for the people of the state. In some locations, usually those in the vicinity of clam factories, also near summer hotels and cottages, the supply has been greatly depleted, so much so, that at the present time there are very few clams to be found in flats that were previously very prolific. Actual experiments show that any grounds can be easily replenished by systematic planting. The department has, within the past few years, planted several beds in different parts of the state, and results show that it is practically as easy and feasible to raise clams from seed as it is to raise potatoes.

"For the information of those not familiar with the breeding of clams, I will state that the spawning season extends through the months of May, June and July; at this season a great majority of the eggs are laid. The eggs of the clam, which are extremely minute, are thrown out from the siphon or snout of the female clam into the water, where they are fertilized by sperm, which the male clam expels in a similar manner. The free swimming period usually ends the last of July. If eel grass and sea weed are carefully examined at this time, large numbers of these little clams will be found hanging to the stocks by slender threads. They attach themselves also to drift wood, spiles, stones, etc.

"Clams begin to burrow as soon as they find a favorable location. This may be soon after they cease swimming or when they have finally settled upon the ground or flats.

Diminution Not Due to Increase of Natural Enemies.

"Clams are beset from the very beginning by numerous enemies. The eggs and free swimming fry furnish food for many varieties of fish, but after all has been said concerning the physical condition and destructive enemies of the clam, the fact remains that the clams continued to hold their own in abundance along our shores until a comparatively recent date; but in recent years have not held their own, and the decrease is, without question, the direct result of unlimited and unreasonable digging.

"There is no evidence that the physical conditions or natural enemies have recently become more destructive, nor can more than a small part of the responsibility be laid at the door of the manufacturers who allow detrimental waste products to pour into the bays and rivers. The decrease is quite as well marked in regions where the water is good, and where clams if left to themselves thrive well, and would undoubtedly continue to so thrive if the practice, when digging, of picking up the very small clams was discontinued.

"In developing methods of clam culture, I have constantly kept in mind two possibilities: Viz, that of cultivating clams on the shores for public digging, and cultivation by and on grounds leased to private parties. Success in either case is assured. I believe the best results can be obtained by leasing a small portion, say one-quarter of the flats in the different towns, to private individuals, they to have entire control of the portion of the flats so leased; the balance of the flats to be left for the use of the public. It would unquestionably be a profitable business for a lessee of flats to engage in.

"The leased premises would also be of great benefit to the remaining flats left for the use of the public because it would be impossible for anyone to plant and propagate clams on a portion of the flats without necessarily greatly benefiting the adjacent or surrounding flats, as the spawn coming from the beds under cultivation would drift and be distributed around all the flats in the vicinity; therefore the public flats would be of more value to the free diggers, if one-quarter, or even more, of the flats was leased for private cultivation. A carefully drawn uniform lease should be adopted and authorized which will protect the state, towns and lessees.

Method of Planting Clams.

"There are many things which must be taken into consideration, the size and condition of the clam, the kind of soil, the time of day, the time of tide, etc. The main point in planting is to get the largest possible proportion of the clams well installed in their burrows. Where the flats are quite hard, a furrower, drawn by horses, that will dig three or four furrows about one foot apart at a time, should be used; then have the clams dropped into the furrows; when the tide comes in it will wash the dirt back into the furrows, covering the clams. Upon investigation, after planting of this kind last year, the day after planting, the clams were found to be right side up in proper condition, with the usual clam hole in the flats, all ready for business.

"Another method of planting is sowing clams on the surface, which has been tried with good success, especially in the case of small clams usually up to about one inch in length. This method has two distinct advantages. First, it is very rapid; second, when the clams have burrowed they are in their proper position and at the natural depth. Clams sown on the flood tide have an advantage of an immediate chance to burrow, whereas those sown on the bare grounds barely succeed in burrowing until the tide has risen to cover them. It is not advisable to plant clams in the late afternoon, because with the approach of darkness the eels, crabs and other enemies come in shore. They can also be sown on the flood tide after the flats are covered with water."

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LATEST FROM HERRING FLEET.

SOME VESSELS SAILED FOR HOME AND ONE GONE TO PORT AU BASQUE

A dispatch to the Boston Fish Bureau, from Birchy Cove, Bay of Islands, sent last night, states that schooner Constellation was still in the ice and that schs. Dauntless, Ella M. Goodwin and S. P. Willard had sailed, also schs. Judique, Norma, Ralph L. Hall, Effie M. Prior, Arkona, Saladin, Alert, Indiana, Gladiator, Sylvania, Maxine Ellicott, Bohemia, Alice R. Lawson, Tattler, Aloha, Lena and Maud, Oregon, Veda M. McKown, Theodore Roosevelt, Premier and Thomas A. Cromwell and also the British sch. Earl V. S., all with partial cargoes.

The dispatch also says sch. Clintonia has sailed for Port au Basque and that schs. Essex, Massachusetts, Senator Gardner, Hiram Lowell, Annie M. Parker, T. M. Nicholson and Lucinda I. Lowell sailed yesterday from Bonne Bay.

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MAY DROP SEINING FIGHT.

Syndicate Will Not Oppose Restriction of Privileges.

It is now intimated that the contest over the seining laws of Maine may not materialize. One report at Augusta is that the syndicate thinks it can protect itself just as well by keeping its hands off and permitting the restriction of seining privileges as it can by making a fight for an increase of these privileges.

Oliver Bowley of Swans Island, Hancock county, a member of the legislature of 1909 is at the capital in the interest of the fishermen and is advocating a bait bill to make it compulsory for the weirmen to supply the fishermen with bait before selling to the sardine boat.

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Maine Lobster Laws.

Petitions bearing the names of many voters are ready for presentation to the Maine legislature requesting the enactment of a law to prevent the shipment of lobsters from that state from the first of July to the first of September. A bill covering the petition is now being framed and will be presented to the legislature by the backers of the Maine lobstermen.

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TWO FRESH FARES LANDED HERE.

SCH. ELSIE ARRIVED FROM GEORGES AND SCH. EMILY SEARS FROM SHORE.

Yesterday, sch. Elsie, one of the off-shore haddockers, came in with 50,000 pounds of fresh fish, about all haddock, which she took out at the Gloucester Fresh Fish Company.

This morning sch. Emily Sears landed a small fish fare. Sch. John Hays Hammond, which took out her halibut fare at Portland, arrived to fit out for another trip and a few of the shore boats came in.

It looks like a good fish day and the most of the shore boats are out.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Elsie, Georges, 50,000 lbs. fresh fish.

Sch. Emily Sears, shore, 2500 lbs. fresh fish.

Sch. John Hays Hammond, via Portland.

Sch. Ida S. Brooks, shore.

Sch. Rebecca, shore.

Sch. Frances P. Mesquita, shore.

Vessels Sailed.

Sch. Claudia, halibuting.

Sch. Mary E. Silveira, haddocking.

Sch. Tecumseh, haddocking.

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Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

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Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

Canning Irish Mackerel.

The American consul at Cork, Ire., reports as follows: "During the past 12 months a new industry has come into existence in Southern Ireland in connection with mackerel fisheries. An American concern has opened a canning factory at Dingle, on the southwest coast, for supplying Irish mackerel for the American trade, which promises to become of considerable importance. The spring mackerel season of 1910 yielded about 85,000 tons of fish, or several thousand tons more than the previous season, and an increase in value of about \$58,000. Canning mackerel for the American market is increasing. Formerly it was entirely fresh fish trade, but during the spring season of 1910 about one-half the catch was cured, and prior to the opening of the canning factory above mentioned was packed in barrels of 200 pounds each. Statistics relating to the Irish spring and summer herring fishing for 1910 gives the total amount of herrings landed on the Irish coast at 10,500 tons, valued at about \$272,496. About 34,000 barrels and over 2000 boxes were cured."

Sch. Admiral Dewey Sold to Newfoundland.

Sch. Admiral Dewey, owned by Capt. John Chisholm and the late Capt. James Hayes, has been sold to Newfoundland parties.

Pollock Now Schooling.

Pollock are now schooling off here and the steamers Nomad and Bethula have put on their seines and gone out looking for them.

FISH PRODUCERS AND MASTER MARINERS DISCUSS DANGER OF RECIPROCITY.

Unanimous Sentiment That Free Fish Would Be the Death Knell Not Only of the Fish Business But of the Entire Municipality.

AID IN COMBATTING SITUATION PROMISED FROM OTHER ATLANTIC PORTS.

Pacific Fishery Interests Also Alive to Threatened Danger and Will Unite in Instructing Congressmen to Oppose Confirmation of Any Treaty Containing Objectionable Provisions.

It looks as though Gloucester would have to fight for its very existence. The opinion in Washington seems to be that the reciprocity agreement concluded Saturday, and to be made public on Thursday includes a free fish clause, absolutely free fish. Nothing is known for sure of the contents of the agreement. The commissioners are silent as the grave, but it is known that the fish tariff schedule has been altered in some manner and the worst is feared.

Gloucester is prepared to make the fight of its life and in this fight it is not alone. At its back are the fishing interest of practically all New England, and even the fish folks of the Pacific coast are thoroughly stirred up and have sent word that "they are with us."



HON. SYLVANUS SMITH,
Who Presided at Joint Meeting in Opposition to Reciprocity.

That the fight will be a hard one is sure. Congressman Gardner, who has been in many a one, says that all previous struggles to defend the fishing interest from ruin will pale into insignificance besides the coming one. It really is a fight of the whole fishing interest of the Atlantic and Pacific, but as usual Gloucester is the storm center and her men will lead.

That the whole city is aroused is evident. Practically nothing is talked of and the worst of it is that what is actually to come is not known, only that some change is coming and from what little can be heard from Washington

the worst is feared. The free fish specter stalks the streets and the alarm is general.

Concerted Action of Fishery Interests of the Country Asked.

In this hour, which seems to the great mass of our people to be one of the most trying in all her long history, Gloucester has sent to all the general fishing interest of the Atlantic and Pacific, a call for help; a call, not only for help for herself, but for a concerted action which will help all alike.

Yesterday afternoon a meeting of the Master Mariners Association and the fish producers of the city was held at the rooms of the former organization. It was a meeting born of the exigencies of the cases, to grasp with threatening menace, form a plan of action and line up for the coming contest. Resolutions were adopted which will be forwarded immediately to Washington, a letter is to be sent to the fishing interest everywhere; Boston, Provincetown, Bucksport, Portland, all along the New England coast, San Francisco, Seattle, and other Pacific coast ports; a committee was appointed, a regular flying squadron, composed of men who are ready to leave at a moment's notice for Washington and there take up the work of trying to defeat the proposed treaty.

Many speeches were made and the meeting was presided over by that war-horse, the veteran of many a battle against free fish trade and reciprocity, Hon. Sylvanus Smith. The veteran presided with his old time vigor and the meeting was assisted by his remarks.

Capt. George H. Peeples, president of the Master Mariners Association, called the gathering together and stated that this was a meeting of the Master Mariners Association and fish producers to take some action to help defeat any treaty which has as a part of its provisions the lowering of any duties on fish or fish products.

Hon. Sylvanus Smith was the elected chairman and Richard W. Freeman secretary of the meeting.

Benjamin A. Smith Made Opening Talk at Meeting.

Benjamin A. Smith was the first speaker. He stated that as far as May, 1910, Mr. Carroll had been in touch with Senator Lodge and Congressman Gardner in regard to the possibilities of a reciprocity treaty, of which there were then rumors, which should have a free fish provision, or a lowering of the fish duty. Congressman Gardner said that nothing could be done until the report of the commissioners was made. Up to the present time,

Capt. Gardner had been unable to find out just what change in the fish tariff schedule had been decided on by the commissioners but that there was some change was certain and he wanted a committee to be appointed and ready to come to Washington at a moment's notice. He was sure that in the treaty was something detrimental to the New England fishing interest and he also said, in his talk over the long distance

telephone, that Gloucester was going to have the biggest fight she ever had. His idea was to have the committee ready and when wanted come on to Washington be prepared to give the story and give facts.

The speaker also outlined the situation. There was no denying the fact, he said, that Gloucester was up against the crucial period in its history. There was good reason to believe that the duty on all fish had been removed.

Mr. Smith said he was loth to believe that the fishing interests in Gloucester were to be sacrificed. Since 1623 the fishing business, the oldest in the country, had been pursued from Gloucester. In the old colonial wars it had furnished seamen for naval expeditions against Louisburg and other seaports. In the revolution and in the war of 1812 its record in privateering against the enemy was a matter of history. Jonathan Harraden, immortalized by Maclay, the naval historian, sailing master of the Constitution in the war of 1812, which did so much to bring that contest to a successful end, was born on Cape Ann. In the Civil war fishermen sprang to the decks of the ships of the line by the hundred. In the Spanish-American war 400 skilled Cape Ann fishermen jumped at the call to man the new navy. A living patriotism yet existed in this nursery of seamen.

Gloucester Fishing Vessels Almost Last Vestige of Former Merchant Marine.

For years the Gloucester fishing vessels, almost alone, the last of a once glorious merchant marine, carried the American flag at the peak in our own seas alive with foreign shipping.

But if the age of sentiment and pride in the past of the merchant marine has gone in this country, there was yet this to be looked at: As long as protection was the keystone, Gloucester was entitled to equal consideration with other industries. The cotton in its duck for sails, nets and cordage, the many forms of iron in ship chandlery and construction material, lumber, all of which were protected and for which Gloucester paid its share, were to be considered. Labor given in constructing vessels in many forms was a part of the consideration.

Removing the duties meant the realization of the Canadian prophecy that grass would grow on the wharves of Gloucester. Free trade, or a reduction of duty, meant the death knell of the town as a fishing port and the last New England outpost still engaged in this industry would go to the wall. Thousands would be thrown out of employment thereby.

Sylvanus Smith said as he looked at it at present it was simply a question of free fish, and there was no question but what free fish spelled ruin for Gloucester. He told of the defeat of the Blaine-Bond and Hay-Bond treaties and how it was done. To defeat one of these treaties meant work and hard work.

Americans Could Not Compete With Nova Scotia Under Free Trade.

Fred L. Davis gave an exhaustive and instructive review of all the reciprocity treaties, and especially that practically from 1872 to 1884. Under the stimulus of free access to the American markets, he said, the Nova Scotia fishing fleet increased by leaps and bounds, 60 vessels being added, while so great was the influx of green fish to this port that codfish went as low as \$1.75 a hundred pounds, where it had previously ranged at \$4 from the vessel.

Under these conditions Gloucester fishermen could not compete with the Nova Scotia product and the Grand bank fleet from this port dwindled to three or four vessels.

The Canadians were not satisfied with the free entrance of green fish, but wanted to ship their cut of manufactured fish here free. That was the reason the Hay-Bond treaty was de-

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feated by Canada, because it admitted only free fish in any form and advocated the formation of a committee of protest that would proceed to Washington and protest against this sacrifice.

It was not a party question. He remembered from 1888 to 1892, during the fight against the ratification of the Bayard-Chamberlain, Blaine-Bond and Hay-Bond fishing treaties, that the most effective allies of the American fishing interests were these sterling Democrats and Americans, Senator Morgan of Alabama and Senator Saulsbury of Delaware and others.

During the past 10 years we have built up a fine export fish trade with Porto Rico. If the duty is taken off fish, Nova Scotia, which already is pressing us hard there, will inevitably crowd us out of that market.

All Classes in Gloucester Would Be Disastrously Affected.

Mr. Davis said this was a matter which should be taken up by every citizen of Gloucester. If we get free fish in this coming treaty, our plants will be transferred to the Provinces. All our citizens will be affected, the painters, the sailmakers, the mechanics, the store keepers and the real estate holders and all, even the widow who owns a little house and is struggling to keep that roof over her head. All will feel the effects. The savings banks, the other banks—all would feel it. Real estate would go down. It could not help it and how about the skipper who owns his own vessel and also two or three houses? But for the latter he could go to the Provinces and get along, but he has that real estate which represents his hard dragged earnings from years of toil on the sea, and that would certainly depreciate in value. We, everybody, all together, have got to fight and fight hard.

Formal Action Taken by the Meeting.

E. Archer Bradley believed that the fishing interests should at once get in touch with the entire New England fishing industry, and that united they should present a solid front against taking off the duty.

On motion of Fred L. Davis, the secretary was instructed to communicate with the representatives of the various fishing towns of New England and invite their co-operation.

On motion of B. A. Smith a committee was appointed to draft resolutions against the reduction of the duties, to be forwarded to President Taft, the Senate and House. The committee appointed consists of Fred L. Davis, Fred A. Pearce, Benjamin A. Smith and Capt. Charles H. Harty.

On motion of Fred L. Davis a committee of three was appointed to bring in the names of men who should go to Washington and protest against any change in the duties. This nominating committee comprised E. Archer Bradley, Capt. Charles H. Harty and Capt. Jerome McDonald.

After conference this committee was chosen to be in readiness to proceed to Washington when Congressman Gardner shall give the word: Capt. George Peeples, Capt. Charles H. Harty, Benjamin A. Smith, Thomas J. Carroll, Frank C. Pearce, Fred L. Davis, Sylvanus Smith, Capt. Thomas L. Nicholson of Bucksport, Me., William G. Brown, Orlando Merchant and Capt. John Chisholm.

The committee was given power to enlarge its membership.

The meeting was adjourned until Thursday evening unless the emergency requires the calling of a meeting before that time.

It is on Thursday that the full text of the proposed reciprocity agreement is expected to be made public.

Resolution Reported by Committee and Adopted.

The resolution reported by the committee and adopted, reads:

Whereas, a commission has been appointed by the governments of the United States and Canada to draw up a treaty of reciprocity between the two countries, and

Whereas, there is a great possibility that by the terms of this treaty the duties on Canadian fish coming into this country will be lowered and

Whereas, everything that enters into the manufacture and production of our fish products is highly protected, and

Whereas, the profit on our fish products is too small to permit us to compete with our English neighbors if the duty on fish should be lowered, inasmuch as labor costs are so much lower in Canada than in the United States and taking into consideration the nearness of the fishing grounds to Canada. Therefore be it

Resolved, That the Master Mariners' Association and the fish producers of Gloucester in meeting assembled, believing that the lowering of duties on any kinds of fish or fish products from Canada into the United States would be positively ruinous to the fishing industry and to the city of Gloucester as a whole, do hereby protest against any lowering of duties on any kind of fish or fish products coming into the United States from Canada, and we urge the United States government to take such action as will prevent the ratification of a treaty of reciprocity containing the terms above mentioned and it is further

Resolved, That a copy of this resolution be sent to the senators and congressman from this district at Washington so that they may use their utmost endeavors to prevent any action which would mean the ruin of the oldest industry in the history of the United States and the birthplace of the American navy.

Pacific Coast Fishing Interest Alive to Danger of the Situation.

Last evening the fishing interest received a very encouraging telegram from John W. Pew, president of the Union Fish Company of San Francisco, the largest salt fish concern on the Pacific coast. Mr. Pew's telegram read:

"Sent tonight, in conjunction with other fish companies here, to all our congressmen, strong protest against reciprocity. Urged them to co-operate with your representative, also wired all Seattle companies to take similar action."

From this it can be seen that the Pacific coast fishing interest is alive to the danger of the situation and is prepared to take its coat right off and get right to work shoulder to shoulder with the fish men of the east, to defeat any reciprocity scheme which has included free fish or lowered fish duties.

The Pacific coast salmon and halibut fisheries are very extensive and free fish means nothing short of a calamity to these western fish men, the same as their salt cod producers would also be hit hard by free green fish. It is a case where east and west are in the same boat and not only have to, but will work together.

Jan. 25.

GOOD RECEIPTS AT T WHARF.

MARKET DROPPED A LITTLE BUT FARES AS A WHOLE BROUGHT GOOD PRICES.

There is a fine lot of fish fares at T wharf today. No less than 32 craft are in and there isn't hardly a poor trip in the lot.

Three of the off-shore rafts from Georges, have the usual good haddock fares and some of the market boats too struck good haddock fishing on the shore, several having from 10,000 to 14,000 pounds of this kind of fish, most of them getting them on one set.

There is a better look on codfish too, and four of the bay netters have from 3000 to 6000 pounds each.

On the liberal receipts of shore haddock, the market sagged a bit, off-shore bringing \$2 and shores only \$2.65. Large cod went at \$4.50 to \$5, pollock at \$3.50 and hake from \$3 to \$5.

Boston Arrivals.

The fares and prices in detail are:
Sch. Mattakesett, 7000 haddock, 1900 cod, 1500 pollock.

Sch. Galatea, 5500 haddock, 1400 cod, 1000 hake.

Sch. Mary E. Cooney, 10,000 haddock, 1000 cod, 1000 hake.

Sch. Clara G. Silva, 5000 haddock, 400 cod, 1000 hake.

Sch. Belbina P. Domingoes, 8500 haddock, 2500 cod, 3000 pollock.

Sch. Mary DeCosta, 10,000 haddock, 1600 cod, 1000 hake.

Sch. Joseph H. Cromwell, 3500 haddock, 1000 cod, 500 hake.

Sch. Warren M. Goodspeed, 15,000 haddock, 1500 cod, 2000 hake.

Sch. Elizabeth W. Nunan, 12,000 haddock, 400 cod, 3000 hake.

Sch. Marguerite S. McKenzie, 5700 cod.

Sch. Hobo, 5000 cod.

Sch. Etta B, 3000 cod.

Sch. On Time, 3000 cod.

Sch. Little Fannie, 1000 haddock, 1000 cod, 1500 pollock.

Sch. Helen B. Thomas, 11,000 haddock, 2000 cod, 5000 hake.

Sch. Genesta, 8000 haddock, 500 cod, 1000 hake.

Sch. Annie and Jennie, 1200 haddock, 300 cod, 100 hake.

Sch. Eddie A. Minot, 1500 cod.

Sch. Athena, 10,000 haddock, 1500 cod, 1000 pollock.

Sch. Manhasset, 55,000 haddock, 5000 cod.

Sch. Regina, 50,000 haddock, 3000 cod, 2500 hake.

Sch. Fannie Belle Atwood, 50,000 haddock, 4000 cod.

Sch. Matchless, 13,000 haddock, 3000 cod, 2500 hake.

Sch. Rose Dorothea, 20,000 haddock, 1400 cod.

Sch. Harriet, 6000 haddock, 2000 cod, 4500 hake.

Sch. Motor, 3000 haddock, 3000 cod, 2000 cusk.

Sch. Rita A. Viator, 2500 haddock, 1000 cod, 2200 pollock.

Sch. Mary Edith, 6000 haddock, 400 cod, 1000 pollock.

Sch. Margaret Dillon, 10,000 haddock, 800 cod, 500 hake.

Sch. Buena, 14,000 haddock, 600 cod, 1500 hake.

Sch. Sylvia M. Nunan, 8000 haddock, 2100 cod, 5000 hake.

Sch. Valentina, 3000 haddock, 200 cod, 200 hake.

Haddock, \$2 to \$2.65 per cwt.; large cod, \$4.50 to \$5; market cod, \$3 to \$4; hake, \$3 to \$5; pollock, \$3.50; cusk, \$2.50.

Fulton Market Notes.

The past week was a very poor one as far as business in the salt water fish market was concerned. Nearly all stock was high in price, and local buyers did not care to buy any large stocks.

The shipping trade was fairly good. Had prices been lower there would have been more business.

Codfish was high in price during the early part of the week. Up to Wednesday only five codfish smacks reached port, bringing 4200 fish. Some of the dealers thought there would be a great scarcity of cod and ordered heavily, and of course netted a loss, for 22 vessels reached the market between noon Wednesday and Friday morning, with over 10,000 fish, which was more than sufficient to meet the late day demand. Prices for steak cod dropped from 9c to 10c on Tuesday to 7c to 8c yesterday. Market codfish sold at 4c to 5c during the entire week with the exception of Thursday, when 5c to 6c was the quotation.

Flounders were high in price during the early part of the week, the quotation from Saturday to Wednesday being 7c to 8c. On Thursday 4c to 5c

were asked. Yesterday 4c flat was the price.

Haddock sold at 3c to 4c up to Wednesday, when the price advanced 1c per pound. The advance continued until the closing of the market.

Halibut—There was some green eastern halibut in the market on Saturday. It had been carried over from earlier in the week and sold at 13c to 18c. Western white halibut was scarce and brought 16c to 18c during the entire week.

Hake—Five cents flat was the price during the entire week.

Weed Steals Oysters.

A seaweed has invaded the oyster beds of France and carried off 400,000 oysters. The minute seeds of this weed float up the English channel in the current of the gulf stream, settle on oysters in the Breton beds of Morbihan, Quiberon and Belle Isle, and they grow to the size of duck's eggs. They are full of water, but at maturity the water evaporates, and air takes its place. The egg shaped seaweed is then a balloon, and, like a balloon, it lifts its oyster from the bottom and bears it out to sea.

Jan. 25.

No Clam Trust at Portland.

The price of clams will not be put up in Portland.

There will be no clam trust.

Of course no trust to handle the bivalves had been planned but a number of the dealers in Portland had hoped to get together and put the price up some. Several meetings were held, a schedule of prices made up and it seemed as if everything was going smoothly. Then one or two of the dealers did not come in and so the whole thing fell through.

But if the rise in price has not gone into effect at present, it may at some future time. The dealers declare that conditions have come to be such that there is absolutely no profit in clams. The bivalves are growing smaller and they are growing fewer. It takes more of them to make up a quart when they are shocked and the man who digs them has to go farther to secure them. At the first of the present winter when the cold snap struck in and some ice formed along the shore and covered the flats, the tides came bad at the time so that the diggers could not get after the shellfish.

These adverse conditions at the start of the season made it look as if it would be a bad winter for the clam dealers and so they planned to put up the price. They declare the supply has been so small that they can hardly get a living.

During the past few days, however, there has been a change in the appearance of the clam market. The bivalves under the favorable conditions, have been dug in larger quantities than for some time. As a result there has been almost a superfluity of them; over 130 barrels were received by one firm last week for canning purposes. The warm weather had somewhat to do with the breaking of the proposed agreement and so the clams will sell for their same old price for the remainder of the present winter at any rate.

Jan. 26.

A CRITICAL JUNCTURE.

It must be patent to every observer, whatever his degree of intelligence, that Gloucester is at the present time facing the most critical point in its business history. The reciprocal relations with Canada, which have been under discussion for some time, include, to all accounts the admission of fish free of duty to the United States. The people engaged in that line of work in this city, and those dependent upon them in auxiliary lines and in trade, and that includes about the entire population, assert that free fish means the ruin of the city in a business way, while on the other hand there is the very evident strong feeling for a reciprocity treaty with Canada which shall mean something.

Reciprocity to mean anything means equal advantage to each side engaging in the arrangement. Canada produces fish plentifully and cheaply and naturally desires an outlet for it. It is inevitable that she should want to reach the markets of the United States with her products in this very important line, and it is highly probable that she has made this one of her chief in-

sistences in the reciprocity discussion which has been going on. The question of reciprocity with Canada has been debated so long that it will be a genuine disappointment to the country at large if some arrangement is not made at this time, when events have led so closely to such action. And so we are confronted with a situation where Canada is insisting upon a certain clause in a reciprocity treaty and the entire country looking for some arrangement, and resentful of any local interest that may seem to interfere with the speedy carrying out of the stipulations of the treaty which we understand has been prepared at Washington.

This is the real danger of the situation. This condition of the public mind is now being reflected in some of our American exchanges, where the argument is made that the interests of the entire country ought not to be sacrificed for the interests of the one community, our own, and the lesser fishing interests of the United States.

For years New England fought for free hides for its shoe business. For a similar number of years the cattle producers and packers of the west declared that such a change in the tariff law was not for their advantage.

Finally New England won and was set down as selfish and unmindful of the best good of the west. Now that we have come to a discussion of a New England raw product we anticipate the members of congress from the middle west will more than once allude to the history of the tariff and assert that what is "sauce for the goose is sauce for the gander." If New England, for the sake of its manufactures can take the protection from hides, then the farmers and packers of the west may manifest no interest on the fish question, when, as they may assert, an entire reciprocal arrangement is endangered by an insistence upon this one point.

It is possible there may be a middle ground upon which there can be agreement without doing so much damage to Gloucester as is alleged will follow the ratification of the treaty as at present it may be prepared. If so there ought to be a working for it. We predict grave danger in an arbitrary insistence upon everything that may appear to be for Gloucester's good, though we should like to see the city favored in every way, but we do not believe the temper of the country is such at the present time, after all the discussion of the tariff and reciprocity, that there will be patience shown in endangering an entire reciprocal relation for the sake of one industry.

Further than this, there is the divided condition of mind here at home upon one phase of this question. This naturally weakens the case of Gloucester at Washington, if it is made known there. For some time there has been a growing feeling on the part of many that the admission of green fish free would not be a bad thing. This is indicated by the vigor of the discussion which has taken place recently in the columns of the Times and in the meetings of the Board of Trade. To set this aside lightly is unwise. This feeling has to be met, and at this time, when the question of free fish becomes so critical, the disposition in favor of this admission here at home becomes even more important.

The business men of the city are to be encouraged in their evident intention to get before the Washington authorities their belief in the danger of free fish and their work will be watched with a great deal of interest. The best good of Gloucester is what is desired, but it looks to us like a tremendous fight.